

THAT BURLEIGH FALLS LIEN. MR. CULVERWELL ASKS COUNCIL TO WIPE IT OFF THE SLATE.

He Explains that the Mortgage Interferes with Fresh Negotiations for the Development of the Property.

Mayor Sootheran and all members of Council were present at last evening's special meeting, which had been called somewhat hurriedly for 8 o'clock.

His Worship explained that the Aldermen had been called together at the urgent request of Mr. J. A. Culverwell, who was present, accompanied by Mr. R. J. McLaughlin, K. C.

Some years ago, explained the Mayor, Mr. Culverwell, while discussing street lighting and power matters with Lindsay Council, gave the town a mortgage for \$1500 on his Burleigh Falls Power, and he now appeared before them to ask that the lien be cancelled.

On motion the gentlemen referred to were given permission to address the Council. Mr. McLaughlin led off. He said that since the aldermen were in the Council at the time the lien was given, and were familiar with the circumstances, but as others were not, he would give a brief review of the essential facts.

The speaker then outlined the control by Mr. Culverwell of the Fenelon Falls Power with the subject of bringing it to Lindsay. He secured an option on the property, and closed a number of contracts with Lindsay power users. The unfavorable report of an expert engaged by the town and a sudden tightening of the money market made it impossible for Mr. Culverwell to make the progress he desired, and at the moment his option on the property had expired the town lighting company stepped in and bought the Falls at a high figure.

Nobody could deny that the securing of Fenelon Falls power for Lindsay was the direct result of Mr. Culverwell's action. Later on, the street lighting company bought Burleigh Falls power and proposed to transmit electrical energy to Lindsay. At the time he was asked for a franchise there was a feeling that the existing company might shut off their light and leave the town in darkness.

Mr. Culverwell, being enthusiastic and confident, offered to put up a guarantee of \$1500 that he would bring Burleigh power to Lindsay. The guarantee was accepted, but owing to the immense amount of development work being undertaken along the same line in all parts of Canada, and elsewhere, a firm of New York capitalists who had undertaken to finance the scheme found themselves unable to carry out the undertaking, and the result has been a long delay.

Now another syndicate of capitalists has been interested, but the lien given to the town prevents the progress of the negotiations. Mr. Culverwell had devoted years of his time to work that had indirectly been of vast benefit to Lindsay, and he could say that to the interest awakened by Mr. Culverwell along electrical lines, was directly traceable the establishment of a great cement works in our north country, operated by 1000 h.p. of electrical energy, developed at Elliott's Falls.

It was not the intention of the Council of that time to fine Mr. Culverwell the amount of the mortgage put up as a guarantee of good faith. Some might connect it with the expenditure of \$300 or \$400 paid by the town for reports made by experts as to the sufficiency of Fenelon Falls power, but that money was spent by a committee of citizens for the general benefit. The report had been injurious to his scheme. Either the report was the work of an incompetent expert or of a dishonest man—certainly it was opposed to the facts as we know them.

He (Mr. McLaughlin) had taken a genuine interest in the development of electrical energy in this district and had helped Mr. Culverwell in every way possible—over to the length of making no charge for solicitor's fees in connection with the work. There was in doubt that Lindsay would have additional electrical power, as citizens had secured control of north country powers, and in the future benefit by the transmission of cheap power either from the north or from Burleigh—perhaps from both sources.

Mr. Culverwell, in opening, acknowledged that he had the faculty of being able to see a good thing before others could grasp the fact. He connected with the lien, not only in connection with electrical power, but also in relation to the Trent Valley Canal agitation. In each case some had laughed at him, but he had been backed up by some of the best carpets on the continent. Referring to the report submitted by Mr. Wright on the Fenelon Falls power, the speaker said it had been absolutely and entirely unfavorable, and as a result the Toronto capitalists who were interested had refused to finance the scheme. Two or three days later the members of the Lindsay Light, Heat & Power Co. paid a large sum of money for the condemned rights and today we find the town lighted and industries being operated by means of power transmitted from Fenelon Falls as he had first proposed. Mr. Wright, the expert engaged by the town is not incompetent—he holds a responsible position. It was a knock-down blow, but like Hercules and Mother Earth, he rose the stronger as a result of the struggle. He at once went after the Burleigh Falls power, acquired it, and closed an agreement with a syndicate of New York bankers for its development, which in turn was blocked through the ill-will of certain Fenelon parties who wished to profit by his experience and develop certain powers along the line of the Trent Canal between Lakeside and that town.

For which he was incessantly striving, would speed the day and benefit the entire district. He was pleased to see that the Government had realized the importance of the case and had not alone made a substantial grant for construction work, but had set aside a sum to cover the cost of an independent survey in order to ascertain the relative merits and disadvantages of the rival outlets—Port Hope and Trenton. He did not think the Council should fine him the amount of the guarantee mortgage, or even the sum spent in securing the much abused report—he had in that matter been up against work that wasn't nice on the part of everyone connected with the blocking of the man who made the report and the ing of his scheme.

Mr. Culverwell closed with a reference to the opening of the Raven Lake Cement Works the day previous and added that it was the first of many new industries to be established in the district. It was a magnificent concern—in all probability the most up-to-date cement works in Canada.

Mr. McLaughlin—"The mortgage was a matter of form and given to the town against any possible loss. Really there is no liability—in a private case I would advise a client that he need fear nothing."

Ald. O'Reilly—"Why come here and ask us to wipe it off if there is no liability?"

Mr. Culverwell—"I think everyone here will understand that in the case of a registered mortgage it is easier to wipe it out amicably than extinguish it through a law suit."

Clark Knowlton read the following letter from Mr. Wm. Flavelle, who had taken a deep interest in the negotiations for the Fenelon Falls power:

J. H. Sootheran, esq., Mayor of the Town of Lindsay: Dear Sir,—I understand Mr. Culverwell is anxious to have the Town release the claim they have upon the Burleigh power, given as a guarantee for the light contract. It seems to me that we ought to be willing to do this, as it was really no fault of his that the matter did not go through and I think the town is now having the Fenelon Falls power in its present shape owing to the enterprise which he threw into the matter at the time. Yours truly, Wm. Flavelle, Lindsay, July 25th, 1904.

Ald. Robinson—"I think it would be well to refer the matter to a committee."

Ald. McCrea—"I would like Mr. Culverwell to explain why he thinks the power will come here."

Mr. Culverwell—"Because there is a market here—you are getting new industries and there will be a demand for power."

Ald. McCrea—"I see an advt. of yours in a paper occasionally, and in it you refer to Peterboro industries, but there isn't a word about Lindsay."

Mr. Culverwell—"When I get in communication with parties through that advt. in the Contract Record, I turn him over to the Peterboro Power Co. because they can supply him. I cannot do so at present. I boom Lindsay in many ways, however."

Mayor Sootheran—"I don't think there will be any difficulty in getting a resolution through to wipe the mortgage off as soon as the power comes here."

Mr. Culverwell—"I would like a decision as soon as possible. It is very important."

Ald. Storer—"I'm not prepared to make a decision to-night."

Ald. O'Reilly—"Our solicitor says the agreement is a good one, and I say hold to it! I'm prepared to retire the mortgage if Mr. Culverwell will agree to deliver 1000 h.p. of Burleigh power here."

Mr. McLaughlin—"You will be contracting for 100 h.p.?"

Ald. O'Reilly—"I don't know."

Mayor Sootheran (to Mr. McLaughlin)—"Will you fix a price for that quantity?"

Ald. McCrea—"Make it low enough and we'll take it all right."

Ald. Storer—"We're not a manufacturing body and can't manage such a proposition."

Ald. O'Reilly—"I think we're a manufacturing body all right—we have 30 mills."

Mayor Sootheran—"If you make the price of power \$14 or \$15 per horse we will contract with you."

Ald. O'Reilly—"I don't feel inclined to vote away an asset to benefit Peterboro."

Mr. McLaughlin—"The mortgage didn't cost you a drop of sweat or a cent of money."

Finally, on motion of Aldermen Cinnamon and McCrea, the matter was referred to the Finance Committee, with power to act, the committee arranging to meet Saturday evening.

C.P.R. LEASES ONTARIO ROAD BOBCAYCEON LINE WILL NOW BE OPERATED BY THEM.

It Runs to Muskoka Lakes—This New Acquisition is an Important Move, as the Road Taps New Territory for the C. P. R.

Under the above heading the Montreal Herald published the following yesterday in its last Wednesday's issue:

A circular issued this morning from the office of the vice-president of the Canadian Pacific Railway announces that the Lindsay, Bobcaygeon and Pontypool Railway, a line from Bobcaygeon, Ont., to Barkton, on the Ontario division, has been leased and will be operated by the C.P.R., as a portion of the system.

The stations on the new line are Burlington, Nestleton, Clabo, Lindsay, Burrell, Dunaford and Bobcaygeon. This latest acquisition to the C. P. R., which practically reaches all the new lakes in the Muskoka region, as well as the Great French River system, connects with the main line between Montreal and Toronto at Burlington and extends in a north-westerly direction for a distance of twenty-two miles, to Lindsay, passing through a very fine farming country, dotted with several small villages, the principal of which is Nestleton, a town of two or three hundred people, situated within a half mile of the track.

The new line enters Lindsay under the Grand Trunk tracks and parallels the Trent Valley Canal to the centre of the town, where there is a first-class station in every particular a duplicate of the one at Ste. Agathe, is located.

Here Lindsay the line continues in a north-westerly direction, going through Burrell and Dunaford, crossing the arm of Sturgeon Lake and finally entering Bobcaygeon at thirty-nine miles. Here the station is situated right on the dock, affording passengers the facility of immediate transferring, if they so desire, to one of the steamboats, operated by the Trent Valley Navigation Company.

This new extension of the C. P. R., which for the distance of four miles, skirts the edge of Sturgeon Lake for the last twelve miles, is considered as a rather important move, inasmuch as it taps a territory hitherto controlled. It reaches the centre of navigation lakes at Bobcaygeon, and brings the tourist and the pleasure-seeker into a district that is practically a virgin one, giving them easy access to a system of lakes, covering an area of over a hundred miles, all of them having excellent fishing, and greatly widening the circle of forest and lake country already reached by the C. P. R.

The C. P. R. has also made arrangements to immediately install a telegraph line along the route of the new extension.

Violent Attack of Diarrhoea Cured by Chamberlain's Colic, Cholera and Diarrhoea Remedy and Perhaps a Life Saved.

"A short time ago I was taken with a violent attack of diarrhoea and believed I would have died if I had not gotten relief," says John J. Patton, a leading citizen of Patton, Ala. A friend recommended Chamberlain's Colic, Cholera and Diarrhoea Remedy. I bought a twenty-five-cent bottle and after taking three doses of it was entirely cured. I consider it the best remedy in the world for bowel complaints. For sale by all druggists.

Imported Horses and Cattle. Several of the most prominent breeders of horses and cattle in Canada are at present in England, or have recently returned from the trip, which was undertaken for the sole purpose of procuring stock for show at the Canadian National Exhibition, Toronto, August 29th to September 10th, and for the improvement of their well-known stables. The exhibits of these gentlemen alone would offer an interesting horse show, and when combined with the hundreds of other entries at the classes will comprise the finest display of horse and cattle ever seen in Canada. Among those whose direct and recent importations will be shown are: Robert Beth, M. P., of Bowmanville; Thomas Graham, of Graham Bros., Chatham; J. M. Chisholm, of the Highfield stables, and William Smith, M. P., of Columbus, among the cattle breeders, Hon. John Dryden, Minister of Agriculture, and Robert Miller, of Stouffville, will show for the first time their recent purchases in England. All the entries are to keep their stables open during the full period of the Exhibition.

Both Foolish and Violous. "Toronto Star, Wednesday." "Well, gentlemen, I am certain of one thing; you have both hands on the Union Jack, and if any man tries to clutch a hand away the militia of Canada will stand by you." These words were uttered last night by Lord Dundonald to the yelling crowd that met him at the Railway station in Montreal and carried him to Windsor Hotel.

RUSSIA'S NAVAL QUANDARY. Doubts of the Baltic Squadron.

Five powerful modern battleships, three armored cruisers, three protected cruisers, two transports, and thirty torpedo boats, which Admiral Rozhdavensky is to take from the Baltic to redress the naval balance in the Far East, resolve themselves into this air under the searching criticisms of the London Times. That unsympathetic student of the Baltic squadron, demonstrates in two columns of expert analysis that the Russian admiral's undertaking—which it declines to believe he will attempt for months—would be comparable only with the immortal tilt of Don Quixote. Editorially it adds:

"When the news of the first attack upon Port Arthur and of the reduction of the Russian squadron there to a helpless condition reached Europe, were at once assured that the balance of sea power could be turned in favor of Russia, by the early despatch of the Baltic fleet. The time is now nearly at hand when, as we were told, the ships would start upon their voyage.

The date was first deferred until the middle of July; now we hear of the first week in August. We published this morning a well-informed article which will go far to convince competent judges that in all likelihood the Baltic squadron will not leave home waters this year, if indeed it ever sails for the Far East at all. Many of the ships of which it is composed are yet unfinished, and there is the gravest reason to doubt if it is possible to finish them before the winter. Russia needed two years more to complete her naval preparations when she was surprised by the war, and she is unprovided with the equipment and appliances which are indispensable for the rapid construction of modern ships of war. The fact that the ships are described as 'launched' proves nothing. It is the habit of the Russians to launch them as 'shells,' in such a state that it often takes two or three years to make them ready for sea. It is even doubtful at this moment whether the Emperor Alexander III and Borodino, which were launched in August and Sept., 1902, are yet finished. Even if the ships could be got ready in time, the problem of coaling them on the voyage has to be faced. How formidable it is is demonstrated by the coal consumption of the Japanese vessels which have recently sailed from England. It ranged from 5,700 tons in the case of the battleship Asahi to 2,400 tons in some of the armored cruisers. As Russia has herself proclaimed coal to be contraband of war, she has effectually precluded all nations who make any pretense of observing neutrality from allowing her to coal the Baltic fleet in any port. She must, therefore, do all her coaling at sea; and few sailors, we imagine, will dissent from the view that to send out the ships on the assumption that they can be coaled in this way on such a voyage would be a tempting of Providence, which could scarcely fail to bring its own punishment. It must be remembered, too, that as the Cologne Gazette has pointed out, Vladivostok and its cruisers would be icebound before the fleet starting in the autumn could hope to reach Eastern waters, and that, with Vladivostok and Port Arthur both closed to them, the Baltic fleet would have no better course open to it than to retrace its course to Europe with all possible despatch."

How'd This. We saw One Hundred Dollars reward for any case of Catarrh that cannot be cured by Hall's Catarrh Cure. F. J. CHENEY & CO., Toledo, O.

We, the undersigned, have known F. J. Cheney for the last 15 years, and believe him perfectly honest in all his business transactions, and financially able to carry out any obligations made by him. WALTER DUNFORD & MARVIN, Wholesale Druggists Toledo, O.

Hall's Catarrh Cure is taken internally, setting directly upon the blood and mucous surfaces of the system. Testimonials will send Free Trial per bottle, Sold by all Druggists. Take Hall's Family Pills for constipation.

A Dairy Craft. Fenelon Falls Gazette: On Tuesday afternoon Mrs. William McKenzie's new steamer, "Wawanet," with Mrs. McKenzie and her daughters on board, passed through the locks here on her way to Kirkfield. Last year Mrs. McKenzie arrived at the Falls in a brand-new, epic-and-span boat called the "Rambler," which, though it cost \$12,000, had no protection for the unfortunate wheelman who had to stand on the hurricane deck and all kinds of weather. But, because the "Rambler" draws too much water or is too slow, or possibly because she is not "galatian," enough, she is already superseded by the Wawanet, which is said to have cost \$20,000, and is certainly a very dainty craft. What a boon the money paid for even the cheaper of these two boats would be to the Sick Children's Hospital at Toronto, or some other charitable institution—wouldn't it?

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H. J. LITTLE BINDER TWINE. Those wanting our Twine, or who have given orders for same, will get their orders filled by HENRY EYRES, Fenelon Falls, GEORGE MCGEE, Fenelon Falls, JOHN McMILLAN or D. CURRIE, Grass Hill, Ont. And myself or Andrew Robertson, at the Flavell's Limited Office, near the post office, Lindsay. JOS. G. EYRES

Hump Back. SCOTT'S EMULSION won't make a hump back straight, neither will it make a short leg long, but it feeds soft bones and heals diseased bone and is among the few genuine means of recovery in rickets and bone consumption. SCOTT & BOWNE, Chemists, Toronto, Ont. Price, 50c. All druggists.